

Federal Wage May Settle 'Frisco Strike'

Pay Based on Scale at Mare Island Navy Yard Is Suggested

Leaders of 25,000 Men Discuss Compromise

Speedy Ending to the Trouble Predicted on Both Sides

SAN FRANCISCO, Sept. 18.—Government machinery moved rapidly today to settle the strike of approximately 25,000 ironworkers and shipbuilders, who walked out Monday morning, after rejection of higher wage demands, paralyzed one hundred or more great and small industrial plants in San Francisco and vicinity and tied up war emergency construction totalling scores of millions of dollars.

The first concrete results of a conference called by W. T. Boyce, an assistant immigration commissioner here, appointed today by Secretary of Labor Wilson as Federal mediator and conciliator, with committees of the California Metal Trades Association and the Iron Trades Council, the organizations of employers and employees, was discussion of a plan whereby the striking craftsmen, members of twenty-five unions, might return to work, with pay based on the scale of wages paid at the Mare Island Navy Yard.

No definite action was taken, the conference adjourning until James L. Jackson, representing the United States Shipping Board, had had opportunity to ascertain the Federal wage scale.

Other government representatives, including Captain A. F. Pillsbury, district manager of the Shipping Board, and Mayor James Rolph, Jr., threw themselves into the massed efforts to find a compromise course to settle the controversy.

Leaders of the men expressed willingness today to discuss any "reasonable" compromise which might be officially offered. It was generally felt at the headquarters of the fast-moving method of speedily ending the strike would be found.

Hurley Leaves To-day
In Attempt to Settle
'Frisco Ship Strike'

WASHINGTON, Sept. 18.—Following a conference today between Chairman Hurley of the Ship Board and Samuel Gompers, president of the American Federation of Labor, Mr. Hurley stated that he would leave for San Francisco tomorrow afternoon to undertake personally the settlement of the strike situation on the Pacific Coast.

Chairman Hurley, who is accompanied by Mr. Gompers, will arrive tomorrow before leaving. William Blackmon, conciliator of the Department of Labor, will accompany him to San Francisco.

Reports of the strike situation reaching the Ship Board today indicated there was no evidence that the wage differences which precipitated the walk-out have been composed in the least degree. On the contrary, it was intimated that the west coast shipbuilders seemed disposed to stand pat on their refusal to grant the increases demanded by the men, putting the whole matter up to the Ship Board for settlement.

This stand of the shipbuilders was characterized by a high official as one which would be impossible to maintain. The government is not going to stand the entire burden of wage increases, it was stated. On the contrary, the building themselves will have to "come

across," according to the opinion of this member of the Ship Board today. It is doubtful that Gompers will personally intervene. The strike has not been approved by the Washington headquarters of the American Federation of Labor, and it is said Mr. Gompers would much prefer to follow a policy of "hands off." His discussions with Chairman Hurley, it is believed, will therefore be simply in the nature of supplying information regarding Pacific Coast labor organizations.

The San Francisco strike has not yet been brought officially to the attention of the President.

One Big Plant Here Gives In; 2,000 Return
The Standard Shipbuilding Company, operating the big plant at Shooter's Island, has settled its differences with the Marine Trades Council over matter of wages. Accordingly, the 2,000 men in the trades, idle for a month, are back at work today.

It is the first of the larger plants to yield to the demand of a \$4.50 minimum day rate for shipbuilders. With the smaller plants, that have settled with the strikers, the number of shipbuilders is now on the \$4.50 minimum rate is about 8,000, according to W. S. Dickson, of the Marine Trades Council.

By the terms of the settlement with the Standard Company the new scale of wages varies from the \$4.50 minimum for boiler makers and machinists to the \$5.25 minimum of the blacksmiths, whose maximum rate is \$8.50 a day on some classes of work.

Danger of Flour Famine Is Denied

Millers Predict There Will Be Normal Supply in a Month

There is no danger of a flour famine, New York representatives of millers and the local office of the government's food administration grain commission asserted yesterday.

"Fear of a flour famine, due to reports that farmers were withholding wheat from the mills, is baseless," said J. O. Wagoner, New York representative of the Pillsbury Milling Company. "The situation will be normal in a month."

Officials of the food administration grain commission looked for normal conditions within three weeks.

"The farmers are holding back," Mr. Wagoner continued, "because they know they can get \$2.20 on delivery regardless of the time. And since they are busy with the next year's planting, with the expectation of a billion bushel crop, 300,000,000 bushels more than this year, they are waiting until they have time to deliver the wheat. There is no danger of a flour famine. We have all the wheat we want and enough to spare for our allies."

Other representatives of big millers were of the same opinion.

All agreed also that the next month would be four at a lower figure.

The following statement on the wheat situation was issued yesterday at the Produce Exchange:

"The committee on flour distribution appointed by the food administration has for sale 80,000 barrels of flour, export patents, straight and first clears, all in 250-pound sacks.

"Information as to samples and prices may be obtained on written application to W. C. Roseman, secretary of the committee, New York Produce Exchange Building. Terms, cash or certified check upon receipt of proper delivery order from the committee."

"The flour will be sold in carload lots and will be available just as soon as it can be inspected and its soundness, uniformity and grades determined. Small bakers may be supplied through the flour jobbers."

"Information in reference to the actual needs of the parties desiring this flour will be required, as the purpose of this movement is to provide flour where it is most needed, and will be for local use only."

This flour was seized by the government while consigned to a foreign dealer.

Colored Soldier Killed by Train
POUGHKEEPSIE, Sept. 18.—Private George Woodson, of Company B, 15th (colored) Infantry, N. G. N. Y., was instantly killed when he ran before a milk train on the New York Central Railroad while going to his post of duty early today as a turn-out near this city. He was twenty-nine years old, married and had several children.

Reserves Guard Docks in Strike Of 'Longshoremen'

Leaders Claim 10,000 Men Are Now Out in New York

U. S. Mediator Here

Conference Called for To-day—Six Steamships Held Up by Walkout

Police reserves and squads of detectives were on guard all night at the piers along the North River as a result of the strike of longshoremen, which, labor leaders now claim, involves 10,000 men. The strike started on Monday with a walkout of 1,800 men on the piers of the International Mercantile Marine, and was extended yesterday to employees of the Cunard and French lines. If the demands of the 48,000 men are not met, strike leaders say, 48,000 men will be called out in a few days.

T. V. O'Connor, international president of the Longshoremen's Union, arrived in New York last night to take charge of the situation. He will attend a conference today between representatives of the strikers and the steamship companies, at which Colonel John M. Carson, of the Quartermaster's Corps, U. S. A., will be present to represent the government. Colonel Carson attended a conference between the union and strikers yesterday, which ended without settlement.

Six steamships were held up by the strike, and their departure, it is said, will be delayed for a few days. They are at a meeting behind locked doors last night at Twenty-second Street and Eleventh Avenue.

The controversy has nothing to do with wages or the hours of labor, but was precipitated by the refusal of the men to work with Frank Labrado, a stevedore on Pier 60, North River, who was recently reinstated by the White Star Line.

A representative of the company declared yesterday that Labrado was the man who had refused to let men leave their work to get beer.

The enmity of the men for the former, according to J. F. Riley, of the Longshoremen's Union, began during the strike of 1907, when he came into the service of the steamship line as a strike breaker.

"He was removed," said Riley, "but recently was put back. The boys regarded him as unfair and decided that he or they would have to go."

Many of the longshoremen talked yesterday of a coast-to-coast strike, but their leaders would not admit that the fight would be carried to that extent.

Volunteer Workers Impede War, Charge in House
WASHINGTON, Sept. 18.—Well paid employees in place of prominent men now giving their services to the government at nominal pay, such as one dollar a year, were urged on the House today by Representative Dure, of Louisiana.

"The greatest cause of delay in our war activities," he said, "is the avalanche of men who have descended upon Washington to 'do their bit' free of charge. If you go down to see them on Thursday you learn that they have left town to return Tuesday, and if you go back on Tuesday you learn they have just gone out to luncheon. If we had paid employees, who were responsible to some one, this condition would not exist."

Representative Gillette, of Massachusetts, defended the "dollar-a-year" men, insisting that their positions probably would be filled by "deserving Democrats," if they were to retire.

Dynamite Hurlled From Building Strikes Man

Two Sticks of Explosive Hit Chauffeur, but Fail to Go Off

Just as an automobile belonging to Benjamin Douglas, a director of R. G. Dunn & Co., at 200 Broadway, in which Mrs. Kenneth B. Gordon, of Elizabeth Park, Orange, N. J., and a woman friend were riding, was passing the Equitable Building, at 120 Broadway, late yesterday, two sticks of dynamite came hurtling down out of the sky. They struck Alexander Smith, the chauffeur of the Douglas car, on the head, inflicting a scalp wound, and then fell shattered to the street without exploding.

Although hurt, Smith had sufficient presence of mind to turn the car into the curb and bring it to a stop. Then Mrs. Gordon, who is a daughter of Mr. Douglas and whose husband is a New York City official in the Equitable Building, rushed to Mr. Gordon's office and summoned aid for the injured chauffeur.

Police investigation has failed thus far to provide any solution of the mystery of the strange accident—if accident it was. Mr. Gordon, while emphatic in stating that there is not the slightest reason to believe a premeditated attack was made on his wife, said he believes that it was something more than an accident.

"That the sticks of dynamite merely fell out of a window in the building is unlikely," said Mr. Gordon last night. "The car was at the corner of Broadway and Smith was struck in the very middle of Broadway, and it requires considerable force to throw anything from an upper window of an office building out over the sidewalk and half way to the opposite side of the thoroughfare."

Owen Egan, chief of the Bureau of Combustibles of the Police Department, who is in charge of the investigation, reported that one stick was 60 per cent pure, while the other was 33 per cent. The two sticks were bound together by paper, which broke from the impact of the blow when they struck the chauffeur.

The police of the 1st Branch Detective Bureau made a hurried search of the Equitable building yesterday in an effort to trace the dynamite and locate the person who threw it.

Inquiries were made of the Du Pont Powder Company and the Etina Explosive Company, both of which have offices in the building. Neither company, however, had had any such explosive in its office. It was said that the dynamite was of the kind used in the Pennsylvania coal mines.

An ambulance surgeon dressed the wound in the chauffeur's head, and he was able, later, to drive the car back to Llewellyn Park. Inspector Egan said the chauffeur's cap and his hair were not only his life but the lives of the other occupants of the car, and possibly bystanders.

His Act Goes Big in Court

Alimony of Performer's Wife Cut Instead of Increased

Mrs. Helen Yeoman, who is separated from her husband, George, a vaudeville performer, has been receiving \$15 weekly. She went into the Domestic Relations Court yesterday to ask for \$25 a week, and when she came out Magistrate Cornell had cut her allowance to \$12.50. It appears there were two sides to the story, and George had never told his wife.

As he explained to the magistrate, his vaudeville act consists of a monologue which requires that he be constantly in good humor. "When it got so we were fighting every day," said George, "I'd go to the theatre and, instead of being a lively little fellow, I was the original gloom. My act used to be a riot, but it wasn't no time at all before they'd been walking out on me, only I beat 'em to it and walked out myself."

Argentina Recognizes New Russian Republic
BUENOS AIRES, Sept. 18.—Argentina has recognized the new republic of Russia. President Irigoyen today signed a decree to that effect.

Talk of City Hall

Until within a day or so it was being confidently predicted among politicians that the President would wait until after the municipal election to fill the vacant office of Collector of the Port. The announcement, therefore, that he has decided upon Byron R. Newton, Assistant Secretary of the Treasury, has startled both factions among the Democrats here. But they are freely admitting now that they should have expected prompt action, in view of the tremendous importance of the Collectorship in this war-ridden world.

It is the general consensus of opinion, too, that the President has picked a competent executive for the job while as neatly as can be dodging the embarrassing political complications which a choice at this time promised. Newton has never been identified with either the independent or the regular wing of his party in this town. It is assumed, of course, because he took an active part in the Wilson campaign for the Presidency in 1912 and before, and since has been a close associate of Secretary McAdoo's that his sympathies are with the independents. No one who knows Mr. Newton is likely to quarrel with such an assumption, and yet it remains simply an assumption, with no act or word in his brief career as a public servant to confirm it.

But whatever the justification for classifying him with the Democratic enemies of Tammany, no one can call him a Tammany man. His appointment will bring Charles F. Murphy no added strength of patronage, will contribute not a morsel to the palatial diet of the emaciated Tiger. On the contrary, it will definitely remove from the Wilson camp's horizon of hope this powerful and coveted office, whose circle of patronage has been greatly increased since the declaration of war.

With this prospect there must be chilly comfort for Charles Murphy in the reflection that if the plum didn't fall into his lap at least it was not deflected deliberately in the lap of the rebels.

Fire Record
A. M.
12:10—259 Amsterdam av., owner unknown; no damage.
2:40—122 East 121 st., owner unknown; trifling damage.
4:40—217 East 121 st., Vincent Vago; trifling damage.
5:40—122 East 121 st., Joseph Grando; trifling damage.
6:10—1224 Charles st., John Brock; trifling damage.
6:30—1224 Charles st., Joseph Grando; trifling damage.
6:50—1224 Charles st., Joseph Grando; trifling damage.
7:10—1224 Charles st., Joseph Grando; trifling damage.
7:30—1224 Charles st., Joseph Grando; trifling damage.
7:50—1224 Charles st., Joseph Grando; trifling damage.
8:10—1224 Charles st., Joseph Grando; trifling damage.
8:30—1224 Charles st., Joseph Grando; trifling damage.
8:50—1224 Charles st., Joseph Grando; trifling damage.
9:10—1224 Charles st., Joseph Grando; trifling damage.
9:30—1224 Charles st., Joseph Grando; trifling damage.
9:50—1224 Charles st., Joseph Grando; trifling damage.
10:10—1224 Charles st., Joseph Grando; trifling damage.
10:30—1224 Charles st., Joseph Grando; trifling damage.
10:50—1224 Charles st., Joseph Grando; trifling damage.
11:10—1224 Charles st., Joseph Grando; trifling damage.
11:30—1224 Charles st., Joseph Grando; trifling damage.
11:50—1224 Charles st., Joseph Grando; trifling damage.

Coal Dictators For 12 States Are Appointed

Federal Administrators to Recommend Prices After Study of Operators' Profits

Wield Great Power

Unfair Firms Can Be Driven Out of Business Through System of Licensing

WASHINGTON, Sept. 18.—Coal administrators for twelve states have been selected by Harry A. Garfield, National Coal Administrator, and their names were submitted to the President for approval today. They will be made public as soon as the President acts.

It will be the state administrator who will investigate conditions of coal production and profits derived by the producers. He will select the local committees to determine the cost of coal distribution by the dealers, and will advise Dr. Garfield of what is a reasonable rate of profit to the dealers.

It will be in response to the request of the state administrator that the National Coal Administrator will requisition coal and send it to towns and factories where it is most needed. So far as the state is concerned, the state

administrator will be the man relied upon to prevent injustice and want.

The state administrators will have the tremendous power of the National Coal Administrator behind them, and, while they themselves will be unable to compel compliance with their demands upon operators and dealers, the compliance will be forced by orders from Dr. Garfield himself.

Assistants To Be Named
Each state administrator will be expected to appoint a committee of assistants sufficiently large to deal adequately with all situations that arise. No intimation was given to the coal administrator today of the men selected for these important posts.

As already announced, Dr. Garfield will not wait for recommendations from the state administrators to fix the margins of profits that retail dealers will be permitted to make out. These margins will be named about the first of the month upon such information as the Federal Trade Commission will furnish.

Price Not Lowered Soon
Revision of these margins, together with the allowed costs of distribution and the cost of production at the mines, will be based on the investigations conducted under the supervision of the state administrators and the recommendations made by them. Until there have been these investigations, it is not probable that the prices of coal to consumers will be materially lowered.

Following the appointment of state administrators and the fixing temporarily of the dealers' margins, the licensing system will be put into operation as rapidly as possible. Every coal operator and every coal dealer will be licensed, and those who do not comply with the regulations and restrictions as to price imposed by the government will be forced out of business by the revocation of their licenses.

Winter Shortage Feared
Reports to the Geological Survey on bituminous coal show a decrease during August at the rate of more than 3,000,000 tons a month, and indicates that a shortage of coal this winter, feared by many government officials, may be a

reality, unless production shows a decided increase.

Indications are that, while there will be sufficient anthracite for domestic consumption in the East, there may be an insufficiency of bituminous to keep industrial plants going at their present capacity.

The chief sections of the country facing suffering are New England and the West and Northwest. The situation in New England has been caused by the withdrawal from coastwise traffic of the fleet of vessels formerly engaged in transporting coal from New York to New England ports. The burden of this transportation will be thrown, unless corrective steps are taken, in the opinion of officials, almost wholly upon railroad lines already overburdened with traffic.

This government is considering curtailing further the exportation of coal to South America, as well as to European neutrals, on account of the threatened coal shortage in the United States. Exports officials were in council on this subject practically all day, and it was believed measures would be ordered within a few days for the greater conservation of fuel.

New Jolt for Murphy

The Republican aldermen received a shock yesterday at the first meeting of the board since the summer vacation, when D. J. Sullivan, a relative of the late "Big Tim," and Democratic sergeant-at-arms of the board, tendered his resignation.

Sullivan said that he had joined the City Democracy and was in favor of the reelection of Mayor Mitchell, so he thought he had better sever his connection with the board. The Tammany majority of the board speedily accepted his resignation.

Canadian Aviator Falls

13,000 Feet Into Foe's Line

RICHMOND, Va., Sept. 18.—News that Captain Eric Robertson, a Canadian officer in the British Flying

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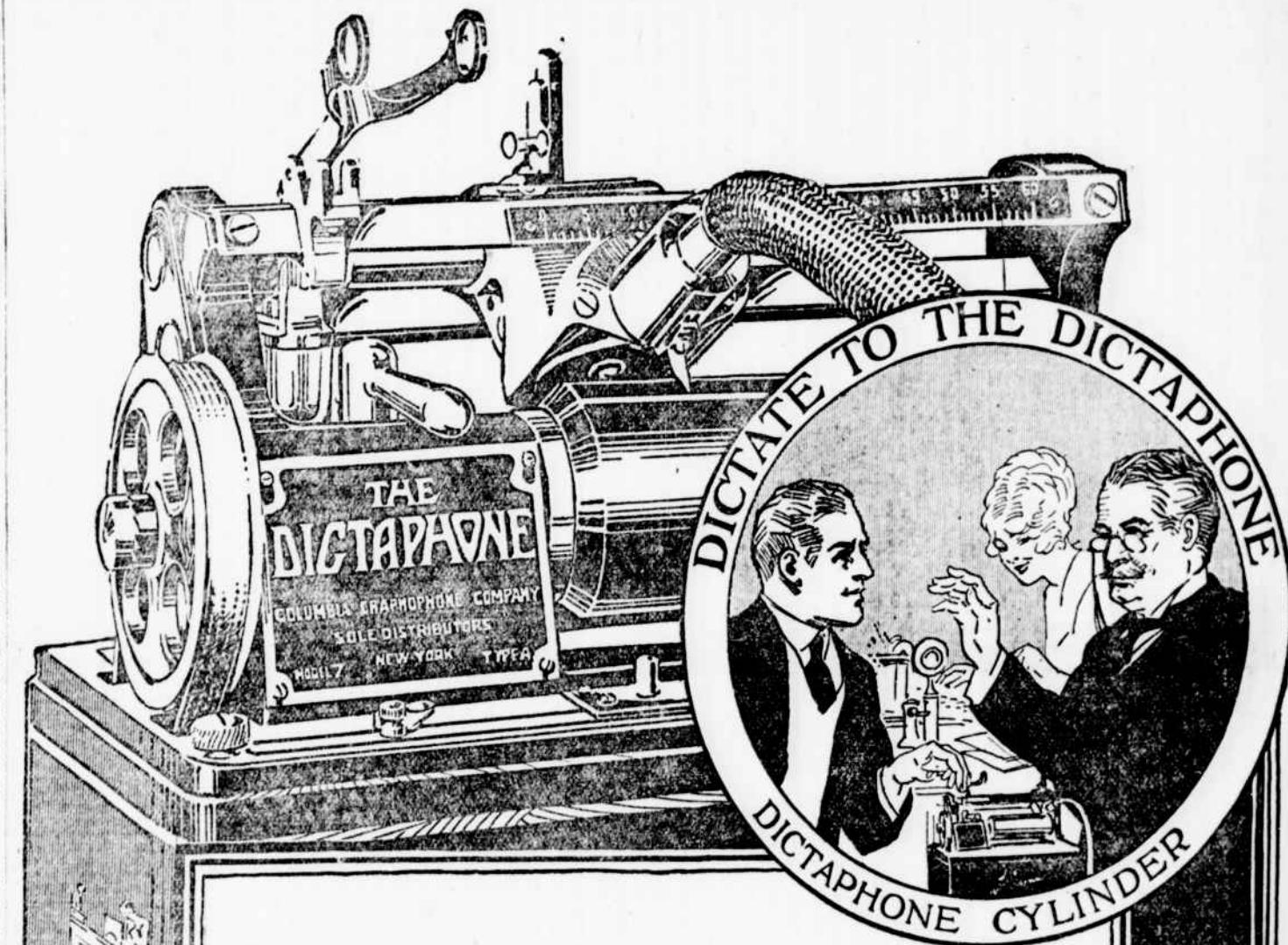
Mail Orders Receive Prompt Attention

431 Fifth Avenue

Between 38 and 39 Sts. New York

Corps, was shot down and fell 13,000 feet into the German lines was received today by the British.

son's sister. He had been missing since July. Robertson's home was in Walkerville, Ontario.



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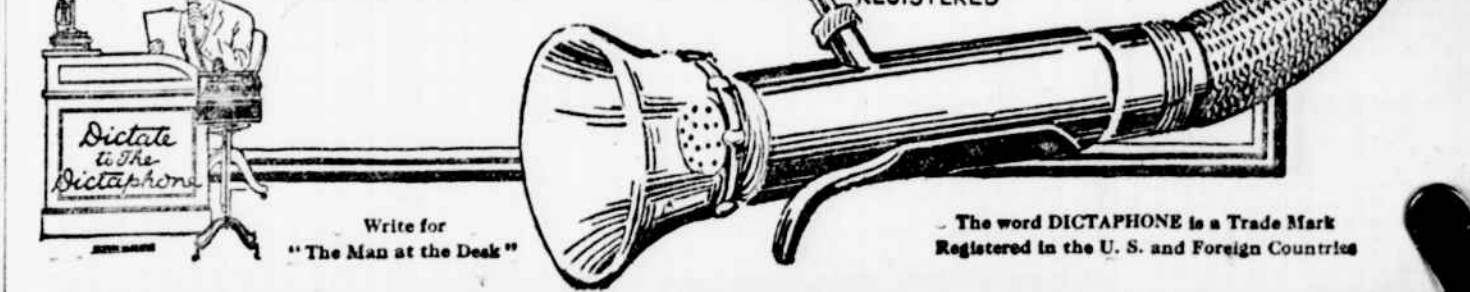
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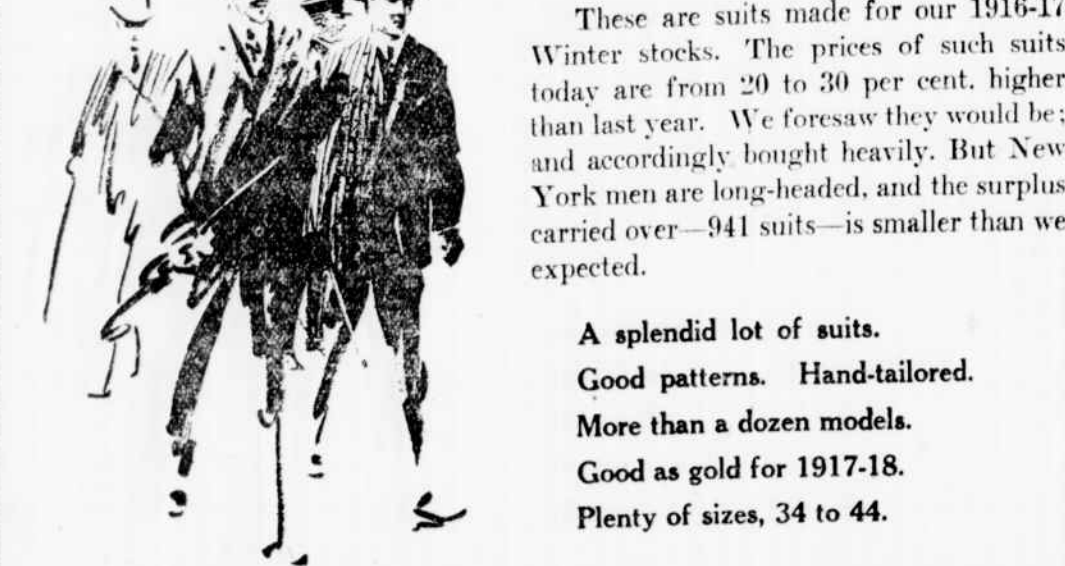


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